

STATE ROUTE 32 TRANSPORTATION CONCEPT REPORT



**Caltrans
District 3**

March 1997

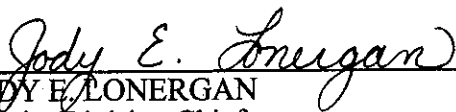


State Route 32
Transportation Concept Report

1995 through 2015

by
CALTRANS
District 3
December 1996 (Revised)


APPROVAL RECOMMENDED:



JODY E. LONERGAN
District Division Chief
Planning and Public Transportation

3/31/97

DATE

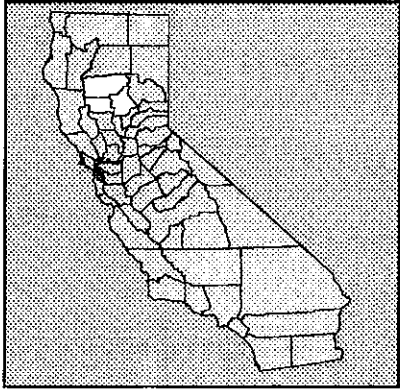


IRENE T. ITAMURA
District Director
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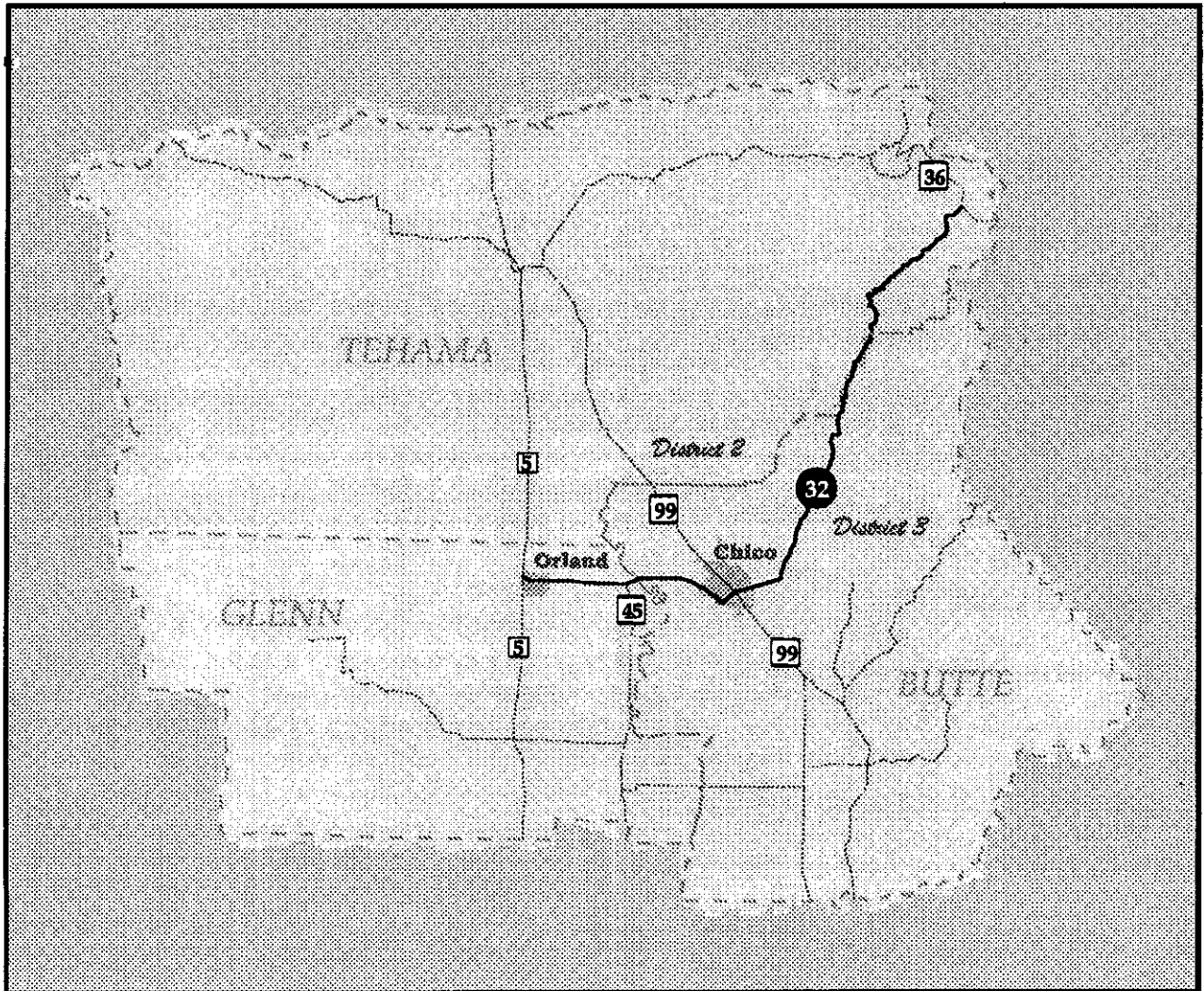
3/31/97

DATE

State Route 32



Location Map



STATE ROUTE 32

TRANSPORTATION CONCEPT SUMMARY

TRANSPORTATION CONCEPT:

The transportation concept for the nine segments of State Route 32 in District 3 is summarized in the table below:

Figure 1
State Route 32 Transportation Concept Summary Table

Segment/ County	Post Km	Post Miles	Current LOS 1994	20-Year LOS W/O Improve- ments	Concept LOS 2015	Current Facility 1996	Concept Facility 2015	Ultimate Transportation Corridor 2015-2045
Glenn 1	0.0/1.6	0.0/1.0	D	E	E	4/2C	4/2C	5C
Glenn 2	1.6/15.4	1.0/9.6	C	D	D	2C	2C	2C
Glenn 3	15.4/17.6	9.6/10.9	D	E	D	2C	4C	5C
Butte 4	0.0/8.1	0.0/5.0	D	E	D	2C	5C	5C
Butte 5	8.1/ 13.5	5.0/8.4	B	C	D	2C	5C***	5C**
Butte 6	13.5/14.3	8.4/8.9	C	E	E	4C	4C	4C
Butte 7A	14.3/17.8	8.9/10.7	C	F	E	2(3C)**	2(3C)*	2(3C)**
Butte 7B	14.3/17.8	8.9/10.7	B	E	E	2(2C)***	2(2C)**	2(2C)***
Butte 8	17.8/20.6	10.7/12.4	D	F	E	2C	6C	6C
Butte 9	20.6/22.7	12.4/37.8	B	C	D	2C	2C	2C

- * A staged four-lane conventional highway with a continuous left-turn lane and a Class II Bicycle Lane in each direction. (In 1994 BCAG RTIP). The City of Chico's Highway 32/Eaton Road Alignment Study recommends a bypass north of Chico in the vicinity of State Route 32/Muir Road to Eaton Road (State Route 99).
- ** Couplet Streets: (Two, one way city streets, a block apart, with traffic flow in opposite directions, that are 2, 3, or 4 lanes wide). Some intersections along these segment will begin to decline by the end of the 20-year planning period
- *** Beyond the 20-year planning period, several signalized intersections along the two-way couplets will experience operational problems and periods of LOS F. Expansion of this facility along this segment would require the removal of on-street parking and possibly trees along the facility. Ultimate improvements will depend on future actions taken by local decisionmakers.

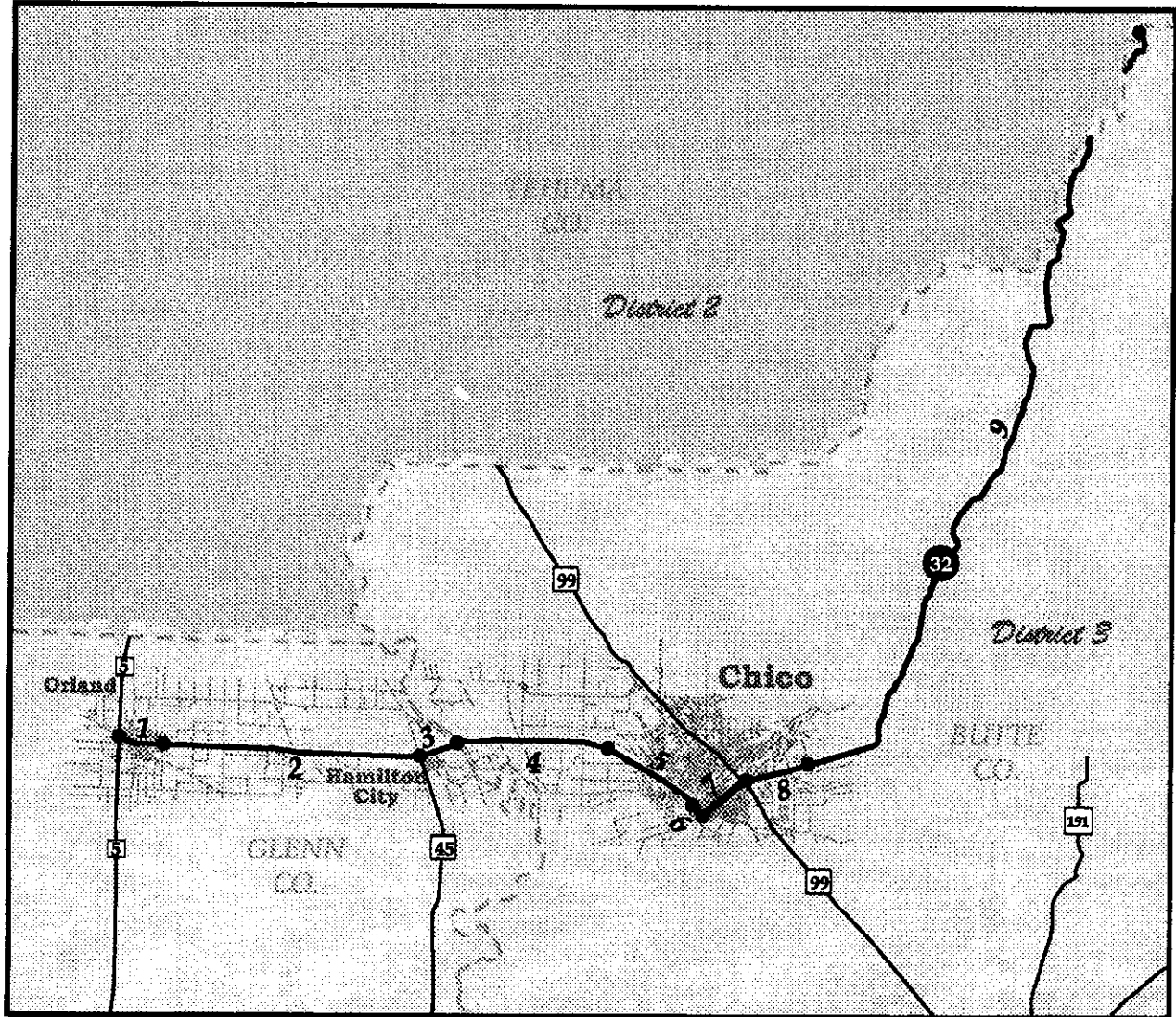
CONCEPT RATIONALE:

State Route 32 from I-5 to Yosemite Drive east of Chico carries relatively high truck traffic and is a major access route for trucks and Chico urban residents onto the freeway system (I-5). State Route 32 also serves local traffic in the rapidly growing urbanized area of Chico where traffic is expected to more than double by the year 2010.

The concept for the rural segments of State Route 32 outside Orland and Chico is Level of Service (LOS) D. The rationale for LOS D is based on the rural character and low volume of traffic consisting mainly of local and recreational trips. In Orland and in Chico west of Eighth Street, the concept LOS is E due to the urban arterial characteristics of the route. In fact, with traffic increasing with the area's expanding population and economy, it may be difficult to maintain even that LOS. A concept LOS of E will not preclude cost effective and necessary improvements from being implemented.

State Route 32

Segment Map



5 0 5 10 15 20 Kilometers

 State Route 32 Segments

 Other State Routes

 Local Roads

 County Boundary



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TRANSPORTATION CONCEPT REPORT

Introduction

BACKGROUND:

The Transportation Concept Report (TCR) is a Caltrans long-term planning document that evaluates the conditions of a given state transportation corridor, and establishes a twenty year planning concept. In addition to the 20-year, the TCR also looks at the ultimate transportation concept which estimates the corridor needs beyond the twenty year planning period. Forecasting beyond a twenty year period is difficult for several reasons, i.e., accepted analytical methodologies are tied to a 20-year period. Therefore, any concept identified for the "Ultimate" period, must be considered somewhat speculative and should be used cautiously.

As part of route concept development, the TCR documents the planning strategies of the long range plans identified by the Regional Transportation Planning Agencies and Metropolitan Transportation Organizations within a given state highway route corridor. As state highway routes often pass through several regional planning agency jurisdictions, the TCR assimilates the regional strategies and consolidates these strategies into one corridor specific document.

FORMAT:

The format for the TCR has changed from its previous fully narrative report format to a more concise database oriented format. This new format was designed to streamline information and to better provide a usable, up-to-date platform allowing for easy computerized access of Caltrans District 3 System Planning information. When completed, the Fact Sheet database will be made available to our transportation planning partners via the internet.

Included in this format is the California Natural Diversities Database (CNDDBS) information which identifies the status of habitats and species found within 300 meters of centerline of the existing highway facility. This CNDDBS information does not represent all environmental constraints within a given corridor. A complete assessment of environmental constraints can only be determined through a detailed environmental study, such as an Environmental Impact Report or Study.

STATE ROUTE 32 SEGMENT FACT SHEET

Segment: GLE 1
I-5 To County Road "M"

PKm Ahead: 0.0 PKm Back: 1.6
Ahead PM: 0.00 Back PM: 1.0
Distance: Kilometers 1.61 Miles 1.00

Transportation Concept

Present Facility 4-Lane Conventional
Highway from I-5 to Walker,
2-Lane conventional
remainder of segment

Present LOS D

Concept Facility 4-Lane Conventional
Highway from I-5 to
Walker, 2-Lane
conventional remainder of
segment

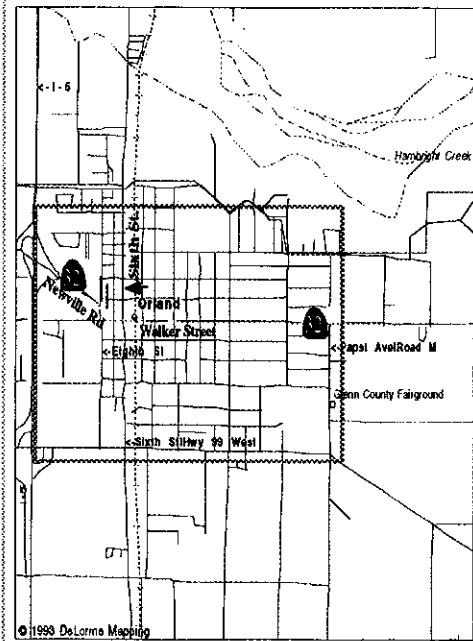
E

Ultimate 5C: Four-lane
Facility conventional facility with
continuous left turn lane.

Route Concept Improvements

Safety and operational improvements along
with maintenance and rehabilitation will occur
as needed.

Support local agency decisions regarding the
realignment of State Route 32 to eliminate the
two right angle turns at the signalized offset
intersections of 6th and Walker(SR 32) Streets.



The first portion of this segment is a four-lane conventional highway between the junction of I-5/32 Interchange and 6th and Walker Streets(State Route 32). The remaining portion of the segment (about three quarters of the total length) to County Road M is a two-lane conventional highway paved curb to curb. There are signalized intersections at 6th/State Route 32, Walker/State Route 32 and East Streets, as well as at the Southern Pacific Railroad crossing.

The City of Orland has identified traffic operational deficiencies due to the offset intersections on State Route 32, i.e., Newville Road at 6th Street, and Walker Street (SR 32) at 6th Street. Large 8 to 16 wheel trailer trucks find the turns at these intersections difficult to negotiate resulting in operational problems.

Traffic on this segment is not projected to fall below the Concept LOS E before the year 2015 and no capacity improvements are necessary to achieve the route concept. However, the City of Orland proposes the construction of an "S" curve alignment to replace the offset alignment noted above. A Project Study Report (State Route 32) for this realignment project was completed by District 3 in 1991. The realignment of State Route 32 in the portion of Segment 1 was given first priority in the Glenn County Transportation Commission's (GCTC) 1994 Regional Transportation Improvement Program (RTIP).

Glenn Co.
1992 RTP,
Reaffirmed
11-16-94

PROJECT PROGRAMMING
Realignment to eliminate two "T"
intersections: Eighth Street to Sixth
Street, Orland. PM .3 to .5 (Const.
Year 1996, \$3.0M)

1994 RTIP

Realignment of SR 32 in Orland. CTC
staff has indicated that this project
will be funded out of the next STIP
cycle.

Functional Classification: Principal Arterial

Route Designation:

☐ NHS ☐ Freeway ☐ STRAHNET
☐ IRRS ☐ Expressway ☒ Regionally
☐ Nat'l Truck ☐ Scenic ☒ Significant
Network ☒ Terminal
Access Rte.

Available Right of Way Information

Median

0.0

Roadbed

2 - 12' lanes 9.792m (24')
Shoulders: 0.0m

Traffic Forecasts

Year	ADDT	Peak Hourly Volumes	V/C Ratio	LOS
1995	9,900	900	0.37	D
2005	10,700	970	0.40	D
2015	11,500	1,040	0.43	D

Local/Regional LOS Standards

CMP LOS Standard	N /A
Butte County	
Gen Plan Standard	C
City of Chico	

LOCAL JURISDICTIONS

RTPA/ MPO Glenn County Transportation Commission
 777 North Colusa Street
 Willows, CA 95988-2298
 Mr. Thomas Tinsley, Exec. Dir.
 Phone (916) 934-6530
 FAX: (916) 934-6533

CMA N/A

Air Quality District GCAPCD P.O. BOX 351 720 NORTH
 COLUSA STREET WILLOWS, CA 95988
 APCO - ED ROMANO 934-6500

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Sacramento Valley Air Basin

Air Quality Non-Attainment Designations:

CO None

OZONE None

PM10 None

Land Use

Land use immediately adjacent to SR 32 is principally zoned and developed commercial with some residential uses in transitioning areas. Both the Glenn County and the City of Orland General Plans anticipated continued growth in both residential and commercial land uses over the 20-year period.

Transit Services

Jimmies Cab - Intra - and Inter-city
 Dial-A-Ride service between Orland and Willows.

Grayhound Bus Lines - Provides service to Orland, Hamilton City and Chico on a regular basis (not a commuter service).

Special Studies

Project Study Report: Co. 0.1 mile W. of Eighth
 Street to SPRR tracks. -- 1991
 Glenn Co. Gen. Plan --1994
 Glenn County Regional Transp. Plan --1994
 Glenn Co. Transit Plan Feasibility Study --1991
 Glenn Co. Transit Plan Implementation
 Study -- 1996
 Glenn Co. RTIP -- 1995

Glenn Co. Aggregate Resource Management Plan -- 1996
 Glenn Co. Pavement Management Study -- Continuous
 Social Service Transp. Plan -- 1995
 Study of Intercounty Transp. Needs between
 Butte, Glenn & Tehama Counties -- 1993
 Transp. Needs and Assessment & Funding
 Study for Glenn County -- 1990
 State Community Devel. Block Grant
 for Orland Traffic Study -- 1995

Additional Traffic Backup Material

		<u>Calculation Factors</u>			
<u>% Traffic Growth/Yr</u>	1.9%	<u>Land Use</u>	URBAN	<u>Peak Period Dir Split</u>	60%
<u>Fatalities+Injuries Accident Rate vs Statewide Avg</u>	124%	<u>Terrain</u>	FLAT	<u>Peak Period Truck %</u>	7%
<u>Total Accident Rate vs Statewide Avg.</u>	124%				

STATE ROUTE 32 SEGMENT FACT SHEET

Segment: GLE 2
County Road "M" To State Route 45 Jct.

PKm Ahead: 1.6 PKm Back: 15.4
Ahead PM: 1.00 Back PM: 9.6
Distance: Kilometers 13.6 Miles 8.60

Transportation Concept

Present Facility 2-Lane Conventional Highway

Present LOS C

Concept Facility 2-Lane Conventional Highway

Concept LOS:

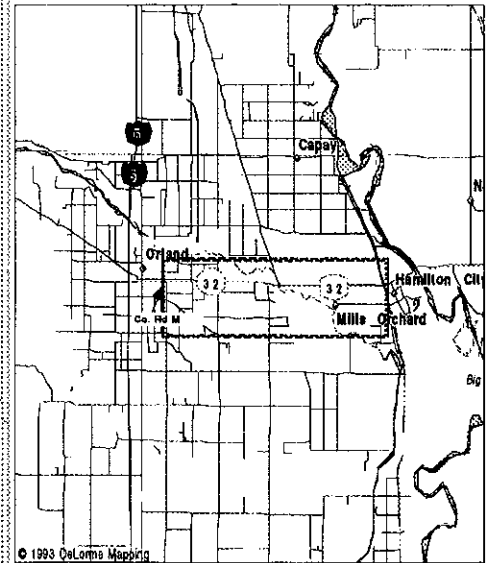
E

Ultimate Facility 2-Lane Conventional Highway

Route Concept Improvements

Bring SR 32 up to 12.19m standards where feasible.

Safety and operational improvements along with normal maintenance and rehabilitation will occur as needed. Work with Glenn County to assist them in completing and implementing a gravel management plan for the Stony Creek area.



This segment of State Route 32 is a two-lane conventional highway between County Road "M" in Orland and the junction of State Route 45 in Hamilton City. Most of the daily trips on this segment are inter-regional travel between I-5 and the Chico urban area and State Route 99.

The Stony Creek Bridge (State Route 32) experienced significant stream bed degradation which will require major restoration of the footings and foundations to maintain the structural integrity of the bridge or total bridge replacement. The continued degradation beneath the Stony Creek Bridge is a major concern and will require constant monitoring of the stream bed, gravel mining and land use along Stony Creek to identify and to prevent further damage to the bridge structure. It is recommended that the Stony Creek Gravel Management Plan be completed and implemented by the County. (Ref: May 1993 GCTC meeting).

Only normal maintenance and rehabilitation should be needed on this segment to maintain the LOS standard of over the next 20 years.

Glenn Co.
1994 RTP

PROJECT PROGRAMMING
Widen to 40' standards Co. Road
M-Q; Widen to 40' from Q Street to SR
45.

1998
PSTIP

Replace SR 32/Stony Creek Bridge,
Cost: \$8.0 Million

Functional Classification: Principal Arterial

Route Designation:

☐ NHS ☐ Freeway ☐ STRAHNET
☐ IRRS ☐ Expressway ☒ Regionally Significant
☐ Nat'l Truck Network ☒ Scenic ☐ Terminal Access Rte.

Available Right of Way Information

Median

0.0

Roadbed

2 - 3.66m lanes --7.32m (24')

Shoulders: 1.21m avg. (4')

Traffic Forecasts

Year	AADT	Peak Hourly Volumes	V/C Ratio	LOS
1995	7,300	640	0.26	C
2005	9,300	820	0.34	C
2015	11,400	1,000	0.41	D

Local/Regional LOS Standards

CMP LOS Standard

N/A

Gen Plan Standard

C

1994 Glenn Co.
General Plan

LOCAL JURISDICTIONS

**RTPA/
MPO** Glenn County Transportation Commission
777 North Colusa Street
Willows, CA 95988-2298
Mr. Thomas Tinsley, Exec. Dir.
Phone (916) 934-6530
FAX: (916) 934-6533

CMA N/A

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COLUSA STREET WILLOWS, CA 95988
APCO - ED ROMANO 934-6500

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Sacramento Valley Air Basin

Air Quality Non-Attainment Designations:

CO None

OZONE None

PM10 None

Land Use

The land use along this segment is predominantly zoned agricultural with limited commercial uses. There are several residential developments being proposed that will affect State Route 32 east of Orland near the segment's terminus west of Hamilton City. Moderate growth, most of which will be residential, is expected in Orland and Hamilton City area over the next 20 years. The remainder of this segment should remain agricultural.

Transit Services

Greyhound Bus Lines - Provides service to Orland, Hamilton City and Chico on a regular basis (not a commuter service).

Special Studies

Project Study Report: Co. Rd M1/2 to 0.4 miles E. of Co. Road Q. --1991

Glenn County General Plan --1994

Glenn County Regional Transportation Plan --1994

Glenn County Transit Plan Feasibility Study --1991

Glenn County Transit Plan Implementation Study -- 1996

Glenn County RTIP -- 1995

Glenn County Aggregate Resource Management Plan -- 1996

Geomorphic Study of Bed Degradation in Stoney Creek, Glenn County --1991

Glenn Co. Aggregate Resource Management Plan -- 1996

Glenn Co. Pavement Management Study -- Continuous

Social Service Transportation Plan -- 1995

Study of Intercounty Transportation Needs between Butte, Glenn & Tehama Counties -- 1993

Transportation Needs and Assessment & Funding Study for Glenn County -- 1990

Additional Traffic Backup Material

<u>Calculation Factors</u>			
<u>% Traffic Growth/Yr</u>	1.75%	<u>Land Use</u>	RURAL
<u>Fatalities+Injuries Accident Rate vs Statewide Avg</u>	59%	<u>Terrain</u>	FLAT
<u>Total Accident Rate vs Statwide Avg</u>	64%	<u>Peak Period Dir Split</u>	60%
		<u>Peak Period Truck %</u>	11%

STATE ROUTE 32 SEGMENT FACT SHEET

**Segment: GLE 3
Jct Rte 45 To Glenn/But Co. Line**

PKm Ahead: 15.4 PKm Back: 17.5
Ahead PM: 9.60 Back PM: 10.9
Distance: Kilometers 2.09 Miles 1.30

Transportation Concept

Present Facility 2-Lane Conventional Highway

Present LOS D

Concept Facility 4-Lane Conventional Highway

Concept LOS:

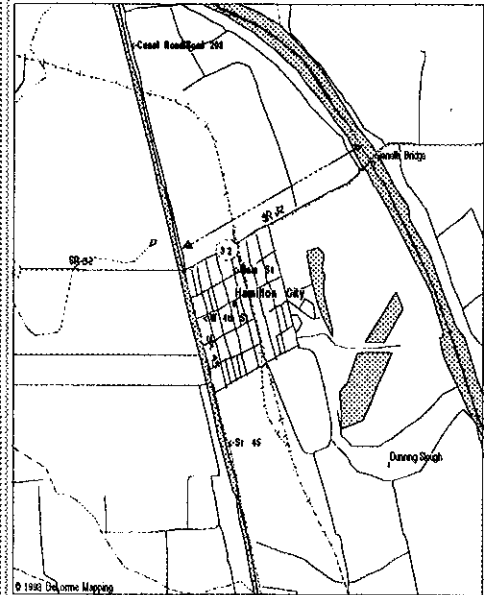
D

Ultimate Facility 5C - 4-Lane Conventional Highway with left-turn channelization

Route Concept Improvements

Widen facility to four-lane conventional standards with left-turn channelization where needed.

Consider consolidating access points along this segment to reduce turning conflicts.



This segment of State Route 32, is a two-lane conventional highway between the junction of State Route 45 at the northwest corner of Hamilton City and the Glenn/Butte County line.

Along State Route 32, from the Junction of State Route 45 to Sacramento Avenue in Hamilton City, there is continuous left-turn channelization to access commercial business and residences. Turning movements from and into the channelization creates operational delays along this portion of State Route 32. These left turn movements delay mainline traffic on State Route 32 which will operate at LOS D until the year 2015 when it is anticipate to fall to LOS E.

The facility should be widened to four-lane conventional standards with left-turn channelization as funding becomes available.

A bypass of State Route 32 to the north of Hamilton City is identified in the 1996 Glenn County Regional Transportation Plan (1994 reaffirmed 11/95) as a possible alternative to future transportation problems. However, until adequate funding can be made available, this bypass does not appear to be a viable alternative.

PROJECT PROGRAMMING

No project programming for this segment.

Functional Classification: Principal Arterial

Route Designation:

☐ NHS ☐ Freeway ☐ STRAHNET
☐ IRRS ☐ Expressway ☒ Regionally Significant
☐ Nat'l Truck Network ☒ Scenic ☐ Terminal Access Rte.

Available Right of Way Information

Median

0.0

Roadbed

2 - 3.66m lanes --7.32m (24')

Shoulders 0.0m (first .5 mile) to 2.44m (0' to 8')

Traffic Forecasts

Year	AADT	Peak Hourly Volumes	V/C Ratio	LOS
1995	10,400	1,000	0.40	D
2005	13,400	1,290	0.52	D
2015	16,400	1,580	0.63	E

Local/Regional LOS Standards

CMP LOS Standard

N/A

Gen Plan Standard

C

1994 Glenn County G.P.

LOCAL JURISDICTIONSRTPA/
MPO

Glenn County Transportation Commission
777 North Colusa Street
Willows, CA 95988-2298
Mr. Thomas Tinsley, Exec. Dir.
Phone (916) 934-6530
FAX: (916) 934-6533

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COLUSA STREET WILLOWS, CA 95988
APCO - ED ROMANO 934-6500

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Sacramento Valley Air Basin**Air Quality Non-Attainment Designations:**

CO None

OZONE None

PM10 None

Land Use

The land use along this segment of State Route 32 is residential with some commercial development. Moderate growth is expected over the next 10 to 20 years as indicated in the Glenn County General Plan.

Transit Services**Special Studies**

Glenn County General Plan -- 1994
Glenn County Regional Transportation Plan -- 1994
Glenn County Transit Plan Feasibility Study -- 1991
Glenn County Transit Plan Implementation
Study -- 1996
Glenn County RTIP -- 1995
Glenn County Aggregate Resource Management Plan -- 1996

Glenn County Pavement Management Study -- Continuous
Study of Intercounty Transportation Needs between
Butte, Glenn & Tehama Counties -- 1993
Transportation Needs and Assessment & Funding
Study for Glenn County -- 1990
Social Service Transportation Plan -- 1995

Additional Traffic Backup Material

		<u>Calculation Factors</u>			
<u>% Traffic Growth/Yr.</u>	2.9%	<u>Land Use</u>	RURAL	<u>Peak Period Dir Split</u>	51%
<u>Fatalities+Injuries Accident Rate vs Statewide Avg</u>	146%	<u>Terrain</u>	FLAT	<u>Peak Period Truck %</u>	9%
<u>Total Accident Rate vs Statewide Avg.</u>	151%				

STATE ROUTE 32 SEGMENT FACT SHEET

Segment: BUT 4
Glenn/Butte Co. Line To Muir Ave. (Chico)

PKM Ahead: 0.0 PKM Back: 8.0
Ahead PM: 0.00 Back PM: 8.0
Distance: Kilometers 8.05 Miles 5.00

Transportation Concept

Present Facility
2-Lane Conventional Highway

Present LOS
D

Concept Facility
5C - 4-Lane Conventional Highway with left-turn channelization where needed

Concept LOS
D

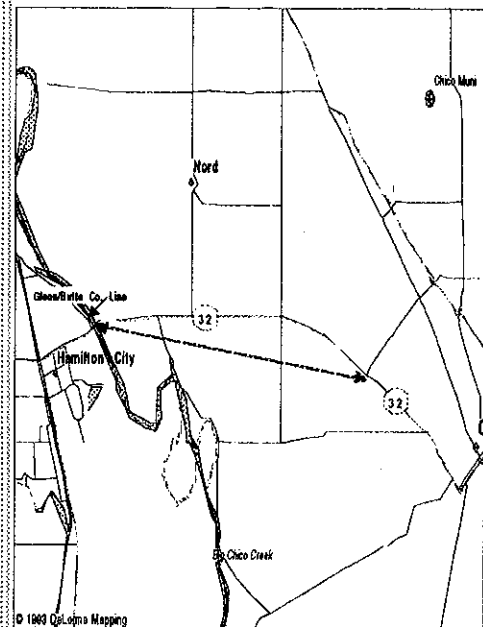
Ultimate Facility
5C - 4-Lane Conventional Highway with left-turn channelization where

Route Concept Improvements

Safety and operational improvements along with maintenance and rehabilitation will occur as needed.

Recommend local agencies enhance TSM/TDM/TCM measures to reduce traffic volumes.

Consideration should be given to widening facility to four-lane conventional standards with left-turn channelization where needed.



Segment 4 is a two-lane conventional highway between the Glenn/Butte County line and Muir Avenue, west of the City of Chico.

Lane and shoulder widths on this segment are inadequate for current and projected traffic conditions due to increases in the inter-regional traffic volume growth along this segment. The LOS will decline to LOS E by the year 2000. In order to help maintain LOS D, this facility should be widened to a four-lane conventional facility. Some left-turn channelization may also be required where needed.

1994 Butte Co. CMP Update

PROJECT PROGRAMMING
Widen/Add shoulders & passing lanes from Rock Creek Br. to Cable Draw Br.

Butte Co. 1994 MTP

Construct Bypass Muir Ave. to Jct. of SR 99 @ Eaton Road \$24.3 mil.

Functional Classification: Principal Arterial

Route Designation:

☐ NHS ☐ Freeway ☐ STRAHNET
☐ IRRS ☐ Expressway ☒ Regionally Significant
☐ Nat'l Truck Network ☒ Scenic ☐ Terminal Access Rte.

Available Right of Way Information

Median

0.0

Roadbed

2 - 3.66m lanes --7.32m (24')

Shoulders: 0.0 in most areas with an occasional .609m shoulder (2')

Traffic Forecasts

Year	ADT	Peak Hourly Volume	V/C Ratio	LOS
1995	10,400	1,000	0.51	D
2005	14,000	1,350	0.55	D
2015	17,600	1,690	0.64	E

Local/Regional LOS Standards

CMP LOS Standard	D
Gen Plan Standard	D

LOCAL JURISDICTIONS

**RTPA/
MPO** Butte County County Association of
Governments(BCAG)
MR. JON CLARK, EXECUTIVE DIR.,
479 A Oro Dam Boulevard
Oroville, CA 95965
(916) 538-6866 FAX (916) 538-6868

CMA See BCAG above

Air Quality District Butte Co. Air Pollution Control District,
Lawrence Lodie, APCO
9287 MIDWAY, STE 1A,
Durham, CA. 95938 (916) 891-2882

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Northern Sacramento Air Basin

Air Quality Non-Attainment Designations:

CO Moderate

OZONE

Transitional- Butte Co.
Requested Maintenance
redesignation

PM10: None

Land Use

The land use is agricultural with rural residential development interspersed throughout the segment and it is not expected to change over the concept period.

As the existing Butte County General Plan (dated 1979) is becoming outdated, comments as to its impact on this segment of SR 32 would be inappropriate. Butte County is currently in the process of updating their General Plan. When updated, further discussion of its impacts will be addressed when the update is completed.

Transit Services

Butte County Transit (BCT) is a public transit service that operates a Monday through Friday 6:30 a.m. to 6:30 p.m. public transit system with five peak period busses on three fixed-routes between the communities of Chico, Paradise, Oroville, Biggs, Gridley, Palermo and Durham

CATS is a public transit service that operates a Monday through Friday 6:30 a.m. to 7:30 p.m. with six fixed route system with the Chico city limits.

Special Studies

Butte County Metropolitan Transportation Plan -- 11/94

Butte County General Plan -- 1979 (Currently being updated)

Butte County Regional Transportation Improvement Plan (RTIP) -- 11/95

Butte County Congestion Management Program
1994 Update -- June 16, 1994

Additional Traffic Backup Material

		<u>Calculation Factors</u>			
<u>% Traffic Growth/Yr</u>	3%	<u>Land Use</u>	RURAL	<u>Peak Period Dir Split</u>	51%
<u>Fatalities+Injuries Accident Rate vs Statewide Avg</u>	93%	<u>Terrain</u>	FLAT	<u>Peak Period Truck %</u>	9%
<u>Total Accident Rate vs Statwide Avg.</u>	69%				

STATE ROUTE 32 SEGMENT FACT SHEET

Segment: BUT 5
MUIR AVE. TO W. 1st STREET

PKm Ahead: 8.0 PKm Back: 13.5
Ahead PM: 5.00 Back PM: 8.4
Distance: Kilometers 5.47 / Miles 3.40

Transportation Concept

Present Facility 2-Lane Conventional Highway

Present LOS B

Concept Facility 5C - 4-Lane Conventional Highway with left-turn channelization

Concept LOS:

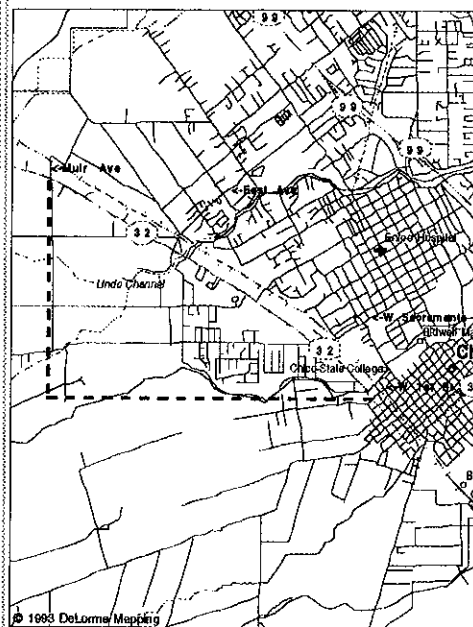
E

Ultimate Facility 5C - 4-Lane Conventional Highway with left-turn

Route Concept Improvements

Widen facility to four-lane conventional highway standards and add continuous left-turn channelization and a Class II bicycle lane in each direction.

Recommend enhancement of local and regional TSM/TDM/TCM measures be implemented to reduce traffic volumes.



Segment 5 is a two-lane conventional highway between Muir Avenue and West First Street in the City of Chico.

The City of Chico has proposed to upgrade State Route 32 between East Avenue and West First Street to five lanes with a continuous left-turn lane and Class II bike lanes. These are priority projects of the "Unfunded Projects" listed in the BCAG 1994 RTIP. In addition, the City proposes a separate Class I bike path parallel to State Route 32 between East Avenue and West First Avenue. The City of Chico also proposes to signalize the intersection of State Route 32/East Avenue/North Lindo Avenue.

The following applies to segments 5, 6, and 7:

The Highway 32/Eaton Road Alignment Study (North Chico Bypass)

was completed in August 1993 for the City of Chico. The study identifies three possible alignments to connect State Route 32 with State Route 99, with the intention of separating local trips from through trips and lessening traffic demands on State Route 32 in the City of Chico west of State Route 99. The recommended alternative would connect Muir Avenue with the junction of State Route 99 and Eaton Road. BCAG lists a North Chico bypass project in their 1994 Regional Transportation Improvement Program (RTIP) on Table 7 "Short and Long Range Projects Without Assured Funding" in Chapter 8.

Until a North Chico Bypass Route Adoption Study is completed and there is actual California Transportation Commission (CTC) adoption of an alignment, Butte County and the City of Chico should consider limiting development within this corridor (Segments 5, 6, and 7). Local financial participation is critical to the successful implementation of the proposed bypass.

1996 STIP	PROJECT PROGRAMMING East Ave. to 1st Street/ Construct Class 1 Bikeway.\$791,000
1994 Butte Co. CMP Update	1. Construct bypass Muir Ave. to SR 99/Eaton Road. 2. Widen to 4-lanes Muir Ave. to W. 1st Street.
Butte Co. 1995 FSTIP (94/5 through 98/99)	Intersection improvements on 32, 99 & East Ave. \$1,679 Mil (partially completed-). Segment also includes - improvements to SR 32 @ East Ave.; and SR 32 @ W. 8th Street (both constructed)

Functional Classification: Principal Arterial

Route Designation:

<input type="checkbox"/> NHS	<input type="checkbox"/> Freeway	<input type="checkbox"/> STRAHNET
<input type="checkbox"/> IRRS	<input type="checkbox"/> Expressway	<input checked="" type="checkbox"/> Regionally Significant
<input type="checkbox"/> Nat'l Truck Network	<input type="checkbox"/> Scenic	<input type="checkbox"/> Terminal Access. Rte.

Available Right of Way Information

Median

0.0

Roadbed

2 - 3.66m lanes --7.32m (24') to PKm 13.46(8.37 PM) turning to 4-lanes 14.63m.

Shoulders: Averaging 1.82m to 2.43m (6 to 8 feet)

Traffic Forecasts

Year	AADT	Peak Hourly Volumes	V/C Ratio	LOS
1995	22,600	1,850	0.31	B
2005	26,100	2,140	0.42	C
2015	29,600	2,420	0.47	C

Local/Regional LOS Standards

CMP LOS Standard	D
Gen Plan Standard	D

LOCAL JURISDICTIONS

RTPA/ Butte County County Association of
MPO Governments(BCAG)
 MR. JON CLARK, EXECUTIVE DIR.,
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 (916) 538-6866 FAX (916) 538-6868

CMA BCAG
 See Above

Air Quality Butte CO. Air Pollution Control District,
District Lawrence Lodie, APCO
 9287 MIDWAY, STE 1A,
 Durham, CA. 95938 (916) 891-2882

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Northern Sacramento Air Basin

Air Quality Non-Attainment Designations:

CO Moderate

OZONE Transitional- Butte Co.
 Requested Maintenance
 redesignation

PM10 None

Land Use

This segment is partially developed with commercial businesses, apartments and single family homes. Residential densities increase substantially between Eighth Avenue and First Street. There are a large number of apartments located along this portion of State Route 32, the majority of which provide housing for students at California State University at Chico (CSUC). This segment is expected to continue to develop over the next 20 years, mostly in multifamily residential land uses with high density housing. The high use by pedestrians and bicyclists on this portion of State Route 32 is due to the student population at CSUC.

As the existing Butte County General Plan (dated 1979) is becoming outdated, comments as to its impact on this segment of SR 32 would be inappropriate. Butte County is currently in the process of updating their General Plan. When updated, further discussion of its impacts will be addressed when the update is completed.

Transit Services

Butte County Transit (BCT) is a public transit service that operates a Monday through Friday 6:30 a.m. to 6:30 p.m. public transit system with five peak period busses on three fixed-routes between the communities of Chico, Paradise, Oroville, Biggs, Gridley, Palermo and Durham

CATS is a public transit service that operates a Monday through Friday 6:30 a.m. to 7:30 p.m. with six fixed route system with the Chico city limits.

Special Studies

Butte County Metropolitan Transportation Plan -- 11/94

Butte County General Plan --1979 (Currently being updated)

Butte County Regional Transportation Improvement Plan (RTIP) -- 11/95

City of Chico General Plan - 11-18-94

Butte County Congestion Management Program
 1994 Update --June 16, 1994

Additional Traffic Backup Material

		<u>Calculation Factors</u>			
<u>% Traffic Growth/Yr</u>	4%	<u>Land Use</u>	URBAN	<u>Peak Period Dir Split</u>	51%
<u>Fatalities+Injuries</u>		<u>Terrain</u>	FLAT	<u>Peak Period Truck %</u>	7%
<u>Accident Rate vs</u>					
<u>Statewide Avg</u>	127%				
<u>Total Accident Rate</u>					
<u>vs Statwide Avg.</u>	114%				

STATE ROUTE 32 SEGMENT FACT SHEET

Segment: BUT 6
W. 1ST ST. TO 8TH ST (Chico)

PKm Ahead: 13.5 PKm Back: 14.2
Ahead PM: 8.40 Back PM: 8.809
Distance: Kilometers 0.66 Miles 0.41

Transportation Concept

Present Facility 4-Lane Conventional Highway

Present LOS C

Concept Facility 4-Lane Conventional Highway

Concept LOS:

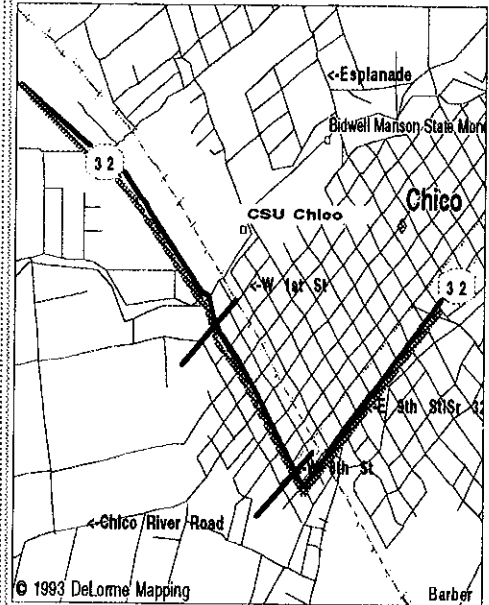
E

Ultimate Facility 4-Lane Conventional Highway

Route Concept Improvements

Due to buildout, it is unlikely that any major improvement can be made that will improve LOS.

Recommend TSM/TDM/TCM measures be implemented to reduce traffic volumes.



Segment 6 is a four-lane undivided conventional highway with continuous left-turn channelization between West First Street and the beginning of the one-way couplet at Eighth Street in the City of Chico.

Because this segment of State Route 32 is developed with commercial and residential development, it is unlikely that improvements to maintain the LOS standard of D would be cost effective. Recommend that Travel Demand Management measures be implemented to reduce traffic volumes. This segment will fall below LOS standard of D by the year 2000 without the North Chico Bypass or some other mechanism to reduce impacts from the anticipated traffic volume.

The City of Chico proposes signals in the 1994 RTIP at the intersections of State Route 32/3rd Street, West 8th and West 9th Streets and the construction of railroad underpass on West 8th (State Route 32) and West 9th Streets (State Route 32).

The following applies to segments 5, 6, and 7:

The Highway 32/Eaton Road Alignment Study (North Chico Bypass) was completed in August 1993 for the City of Chico. The study identifies three possible alignments to connect State Route 32 with State Route 99, with the intention of separating local trips from through trips and lessening traffic demands on State Route 32 in the City of Chico west of State Route 99. The recommended alternative would connect Muir Avenue with the junction of State Route 99 and Eaton Road. BCAG lists a North Chico bypass project in their 1994 Regional Transportation Improvement Program (RTIP) on Table 7 "Short and Long Range Projects Without Assured Funding" in Chapter 8.

Until a North Chico Bypass Route Adoption Study is completed and there is actual California Transportation Commission (CTC) adoption of an alignment, Butte County and the City of Chico should consider limiting development within this corridor (Segments 5, 6, and 7). Local financial participation is critical to the successful implementation of the proposed bypass.

1996 STIP	PROJECT PROGRAMMING Modify various intersections @ SRs 32 and 99, E. Ave. \$1.654 mil. Const, \$791 R/W -- 96/7 fy.
Butte FSTIP 1995 for 94/5 through 98/99	Intersection improvements on 32, 99 & East Ave. \$1.679 Mil (partially completed). This segment includes SR 32 @ 3rd Street in Chico (Project was advertised 8/96)

Functional Classification: Principal Arterial

Route Designation:

<input type="checkbox"/> NHS	<input type="checkbox"/> Freeway	<input type="checkbox"/> STRAHNET
<input type="checkbox"/> IRRS	<input type="checkbox"/> Expressway	<input checked="" type="checkbox"/> Regionally Significant
<input type="checkbox"/> Nat'l Truck Network	<input type="checkbox"/> Scenic	<input type="checkbox"/> Access. Rte.
	<input checked="" type="checkbox"/> Terminal	

Available Right of Way Information

Median

0.0

Roadbed

3 3.66m lanes - 10.97m (36') directionally

Shoulders 2.74m (9')

Traffic Forecasts

Year	AADT	Peak Hourly Volumes	V/C Ratio	LOS
1995	20,000	1,900	0.38	C
2005	23,700	2,250	0.46	D
2015	27,400	2,600	0.51	D

Local/Regional LOS Standards

CMP LOS Standard	D
Butte County	
Gen Plan Standard	D

LOCAL JURISDICTIONS

RTPA/ MPO Butte County Association of Governments(BCAG)
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CMA BCAG

See Above

Air Quality District Butte CO. Air Pollution Control District,
Lawrence Lodie, APCO
9287 MIDWAY, STE 1A,
Durham, CA. 95938 (916) 891-2882

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Northern Sacramento Air Basin

Air Quality Non-Attainment Designations:

Co Moderate

OZONE Transitional- Butte Co.
Requested Maintenance
redesignation

PM10 None

Land Use

Along this segment of State Route 32 the land use is built out with commercial business, apartments, single- and multi-family residential uses. There are a large number of apartments located along this portion of State Route 32, the majority of which provide housing for students at California State University at Chico (CSUC).

As the existing Butte County General Plan (dated 1979) is becoming outdated, comments as to its impact on this segment of SR 32 would be inappropriate. Butte County is currently in the process of updating their General Plan. When updated, further discussion of its impacts will be addressed when the update is completed.

Transit Services

Butte County Transit (BCT) is a public transit service that operates Monday through Friday 6:30 a.m. to 6:30 p.m. with five peak period buses on three fixed-routes between the communities of Chico, Paradise, Oroville, Biggs, Gridley, Palermo and Durham

CATS is a public transit service that operates a Monday through Friday 6:30 a.m. to 7:30 p.m. with six fixed route system with the Chico city limits.

Special Studies

Butte County Metropolitan Transportation Plan -- 11/94

Butte Co. General Plan --1979 (Currently being updated)

Butte County Regional Transportation Improvement Plan (RTIP) -- 11/95

City of Chico General Plan - 11-18-94

Butte County Congestion Management Program
1994 Update --June 16, 1994

Additional Traffic Backup Material

		<u>Calculation Factors</u>			
<u>% Traffic Growth/Yr</u>	7%	Land Use	URBAN	Peak Period Dir Split	55%
<u>Fatalities+Injuries Accident Rate vs Statewide Avg</u>	148%	Terrain	FLAT	Peak Period Truck %	7%
<u>Total Accident Rate vs Statwide Avg</u>	176%				

STATE ROUTE 32 SEGMENT FACT SHEET

Segment: BUT 7
8TH /9TH ST TO FIR STREET (Chico)

PKm Ahead: 14.3 PKm Back: 17.3
Ahead PM: 8.87 Back PM: 10.74
Distance: Kilometers 3.01 Miles 1.87

Transportation Concept

Present Facility 4/6- Lane Conventional Highway - Couplets

Present LOS C

Concept Facility 4/6- Lane Conventional Highway - Couplets

Concept LOS:

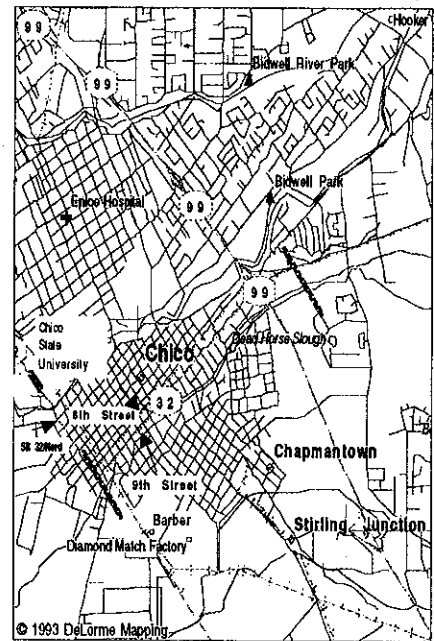
E

Ultimate Facility 4/6- Lane Conventional Highway - Couplets

Route Concept Improvements

No improvements are proposed for these segments at this time. However, at the end of the twenty year planning period, as the level of service continues to decline, consideration should be given to the removal of on street parking along these segments to expand the facility.

Recommend TSM/TDM/TCM measures be implemented to reduce congestion.



State Route 32 runs along Eighth Street Segment 7B (westbound) and Ninth Street Segment 7A (eastbound) crossing Main Street and Broadway, the primary access streets to the old central business district of Chico. The facility consists of two one-way couplets (3 lane city streets) between Walnut Street and Pine Street (east of State Route 99) at which point the facility becomes two one-way couplets (two-lane city streets) between Pine and Fir Streets ending just east of the State Route 32/State Route 99 junction.

A Caltrans Park and Ride facility is located at the Fir Street/State Route 32 Intersection in the City of Chico east of the State Route 32/State Route 99 junction. This rideshare lot has 73 paved vehicle parking spaces and 8 bicycle lockers. The facility operates at capacity during the college year.

Beyond the 20-year planning period the level of service along these couplets will begin to decline. Expanding the capacity of the couplets, i.e., removing on-street parking may be an option, however, local opinion may preclude expansion. Recommend Travel Demand Management measures be enhanced to reduce traffic volume.

The following applies to segments 5, 6, and 7:

The Highway 32/Eaton Road Alignment Study (North Chico Bypass) was completed in August 1993 for the City of Chico. The study identifies three possible alignments to connect State Route 32 with State Route 99, with the intention of separating local trips from through trips and lessening traffic demands on State Route 32 in the City of Chico west of State Route 99. The recommended alternative would connect Muir Avenue with the junction of State Route 99 and Eaton Road. BCAG lists a North Chico bypass project in their 1994 Regional Transportation Improvement Program (RTIP) on Table 7 "Short and Long Range Projects Without Assured Funding" in Chapter 8.

Until a North Chico Bypass Route Adoption Study is completed and there is actual California Transportation Commission (CTC) adoption of an alignment, Butte County and the City of Chico should consider limiting development within this corridor (Segments 5, 6, and 7). Local financial participation is critical to the successful implementation of the proposed bypass.

1994 Butte Co. CMP Update	PROJECT PROGRAMMING Grade separation: 8th/9th Sts. @ SP Railroad tracks. \$11.107 mil
1994 Butte Co. MTP	Grade separation: 8th/9th Sts. @ SP Railroad tracks. \$11.107 mil

Functional Classification: Principal Arterial

Route Designation:

<input type="checkbox"/> NHS	<input type="checkbox"/> Freeway	<input type="checkbox"/> STRAHNET
<input type="checkbox"/> IRRS	<input type="checkbox"/> Expressway	<input checked="" type="checkbox"/> Regionally Significant
<input type="checkbox"/> Nat'l Truck Network	<input type="checkbox"/> Scenic	<input checked="" type="checkbox"/> Terminal Access Rte.

Available Right of Way Information

Median

Couplets separated by a City block

Roadbed

Westerly dir. 3 3.66m lanes - 10.97m (36')
Shoulders: 2.74m (9')
Easterly dir. 3-lanes 10.97m (36') narrowing to 2-lanes/dir 7.31m (24') at PKM 15.28 (PM 9.558)
Shoulders: 0.0m to PM 15.22 Then 2.438m (8')

Traffic Forecasts

Year	AADT	Peak Hourly Volumes	V/C Ratio	LOS
1995	32,600	3,050	0.39	C
2005	38,800	3,630	0.41	C
2015	45,000	4,210	1.00	F

Local/Regional LOS Standards

CMP LOS Standard	D
Butte County	
Gen Plan Standard	D
City of Chico	

LOCAL JURISDICTIONS

**RTPA/
MPO** Butte County County Association of
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CMA BCAG

See Above

**Air Quality
District** Butte CO. Air Pollution Control District,
Lawrence Lodle, APCO
9287 MIDWAY, STE 1A,
Durham, CA. 95938 (916) 891-2882

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Northern Sacramento Air Basin

Air Quality Non-Attainment Designations:

C0 Moderate

OZONE Transitional- Butte Co.
Requested Maintenance
redesignation

PM10 None

Land Use

The land use along the first portion of this segment is predominantly residential, with limited commercial uses. As the segment approaches the central business district land use becomes predominately commercial and is at buildout, with on-street parking and driveway access points on both sides of each couplet.

As the existing Butte County General Plan (dated 1979) is becoming outdated, comments as to its impact on this segment of SR 32 would be inappropriate. Butte County is currently in the process of updating their General Plan. When updated, further discussion of its impacts will be addressed when the update is completed.

Transit Services

Butte County Transit (BCT) is a public transit service that operates Monday through Friday 6:30 a.m. to 6:30 p.m. with five peak period buses on three fixed-routes between the communities of Chico, Paradise, Oroville, Biggs, Gridley, Palermo and Durham

CATS is a public transit service that operates a Monday through Friday 6:30 a.m. to 7:30 p.m. with six fixed route system with the Chico city limits.

Special Studies

Butte County Metropolitan Transportation Plan -- 11/94 Butte Co. General Plan --1979 (Currently being updated)

Butte County Regional Transportation Improvement Plan (RTIP) -- 11/95 City of Chico General Plan - 11-18-94

Butte County Congestion Management Program
1994 Update --June 16, 1994

Butte Co. General Plan -- 1994

Additional Traffic Backup Material

		<u>Calculation Factors</u>			
<u>% Traffic Growth/Yr.</u>	7%	<u>Land Use</u>	URBAN	<u>Peak Period Dir Split</u>	55%
<u>Fatalities+Injuries Accident Rate vs Statewide Avg</u>	171%	<u>Terrain</u>	FLAT	<u>Peak Period Truck %</u>	7%
<u>Total Accident Rate vs Statwide Avg.</u>	186%				

STATE ROUTE 32 SEGMENT FACT SHEET

Segment: BUT 8
FIR ST. TO YOSEMITE DR. (Chico)

PKm Ahead: 17.3 PKm Back: 20.0
Ahead PM: 10.74 Back PM: 12.4
Distance: Kilometers 2.67 Miles 1.66

Transportation Concept

Present Facility 2-Lane Conventional Highway

Present LOS D

Concept Facility 6-Lane Conventional Highway

Concept LOS: E

Ultimate Facility 6-Lane Conventional Highway

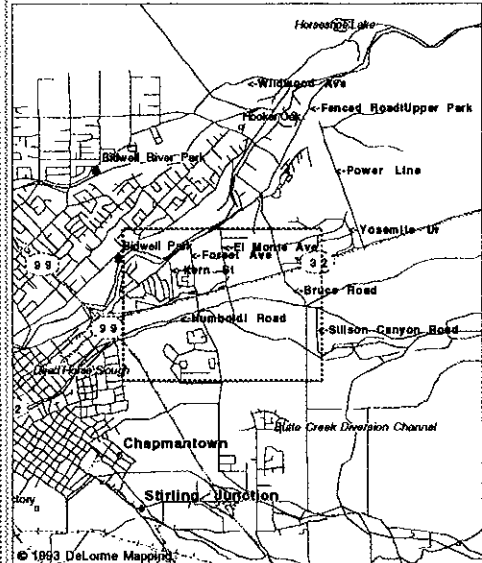
Route Concept Improvements

Widen facility to a 6-lane conventional standards with left-turn channelization and signals where warranted.

Local land use decisions are driving the need for this improvement. Local agencies should prepare a traffic study to determine the extent of improvement needs for local roads. Mitigation measures and fees should be developed to finance both state and local roadway improvements within this area.

Segment 8 is a two-lane expressway with a 9.75 meter (32-foot) wide roadbed between the end of the two one-way couplets at Fir Street (east of State Route 99) to Yosemite Drive at the west side of the City of Chico.

Expansion of the new Chico Mall area and increasing growth of residential development in this segment of State Route 32 in the past years has warranted the signalization of Forest Avenue, Bruce Road and the El Monte Avenue intersections. Widening State Route 32 to a six-lane expressway with left-turn channelization may be necessary by the year 2015. The City of Chico should protect this segment of the State Route 32 corridor from any further development to reduce the cost of needed right of way for future improvement. The deterioration in LOS and needed improvements will be directly attributable to development occurring along this segment. City of Chico should perform a traffic study to identify impacts to State Route 32 from development in the city and collect development fees to construct a state facility based on these impacts.



1994 Butte Co. CMP Update

PROJECT PROGRAMMING
Widen to 4-lanes .3 mi. W. of Forest Ave. to Bruce

1994 Butte Co. MTP

Widen to 4-lanes .3 mi. W. of Forest Ave. to Bruce Rd. \$4,542 mil

Butte County 1995 FSTIP

Intersection improvements on 32, 99 & East Ave. \$1,679 Mil. (partially completed). This segment: 32 @ Forest Avenue and 32 @ Bruce Road (both constructed), & 32 @ El Monte

Functional Classification: Principal Arterial

Route Designation:

☐ NHS ☐ Freeway ☐ STRAHNET
☐ IRRS ☐ Expressway ☒ Regionally Significant
☐ Nat'l Truck Network ☒ Scenic ☐ Terminal Access Rte.

Available Right of Way Information

Median

0.0

Roadbed

2 - 3.66m lanes --7.32m (24')

Shoulders: 1.21m (4')

Traffic Forecasts

Year	ADT	Peak Hourly Volumes	W/C Ratio	LOS
1995	14,000	1,450	0.56	D
2005	25,300	2,620	1.01	F
2015	36,500	3,780	1.46	F

Local/Regional LOS Standards

CMP LOS Standard	D
1994 Butte Co.	
Gen Plan Standard	D
City of Chico	

LOCAL JURISDICTIONS

**RTPA/
MPO** Butte County County Association of
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CMA BCAG

See Above

Air Quality District Butte CO. Air Pollution Control District,
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9287 MIDWAY, STE 1A,
Durham, CA. 95938 (916) 891-2882

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Northern Sacramento Air Basin

Air Quality Non-Attainment Designations:

CO Moderate

OZONE Transitional- Butte Co.
Requested Maintenance
redesignation

PM10 None

Land Use

Land use along this segment is transitioning from agricultural and rural residential to commercial, and low and medium density residential. This segment is expected to grow substantially over the next 20 years, with the majority of the growth expected within the next 10-20 year period. Currently, the area around the new Chico Mall south of State Route 32 near Forest Avenue is sustaining rapid commercial and medium density residential development. The area north of State Route 32, near Bruce Road, is also rapidly developing with low and medium density housing. This segment will experience an accelerated deterioration in LOS due to the local development.

As the existing Butte County General Plan (dated 1979) is becoming outdated, comments as to its impact on this segment of SR 32 would be inappropriate. Butte County is currently in the process of updating their General Plan. When updated, further discussion of its impacts will be addressed when the update is completed.

Transit Services

Butte County Transit (BCT) is a public transit service that operates Monday through Friday 6:30 a.m. to 6:30 p.m. with five peak period buses on three fixed-routes between the communities of Chico, Paradise, Oroville, Biggs, Gridley, Palermo and Durham

CATS is a public transit service that operates a Monday through Friday 6:30 a.m. to 7:30 p.m. with six fixed route system with the Chico city limits.

Special Studies

Butte County Metropolitan Transportation Plan -- 11/94 Butte Co. General Plan --1979 (Currently being updated)

Butte County Regional Transportation Improvement Plan (RTIP) -- 11/95 City of Chico General Plan - 11-18-94

Butte County Congestion Management Program
1994 Update --June 16, 1994

Additional Traffic Backup Material

		<u>Calculation Factors</u>			
<u>% Traffic Growth/Yr</u>	8.6%	<u>Land Use</u>	URBAN	<u>Peak Period Dir Split</u>	55%
<u>Fatalities+Injuries Accident Rate vs Statewide Avg</u>	109%	<u>Terrain</u>	FLAT	<u>Peak Period Truck %</u>	7%
<u>Total Accident Rate vs Statwide Avg.</u>	120%				

STATE ROUTE 32 SEGMENT FACT SHEET

Segment: BUT 9
YOSEMITE DRIVE to the TEHAMA CO. LINE

PKm Ahead: 20.0 PKm Back: 60.8
Ahead PM: 12.40 Back PM: 37.8
Distance: Kilometers 40.8 Miles 25.40

Transportation Concept

Present Facility 2-Lane Conventional Highway

Present LOS B

Concept Facility 2-Lane Conventional Highway

Concept LOS:

D

Ultimate Facility 2-Lane Conventional Highway

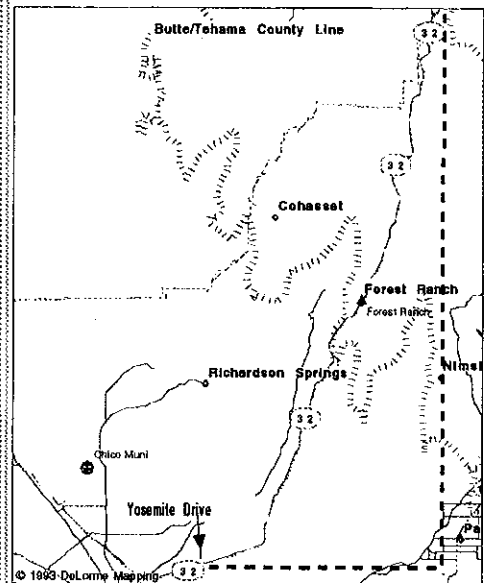
Route Concept Improvements

No capacity improvements are necessary to achieve the route concept.

Safety and operational improvements along with maintenance and rehabilitation will occur as needed.

Segment 9 is a two-lane conventional highway, between Yosemite Drive on the east side of the City of Chico to just north of the town of Lomo near the Butte/Tehama County line (District 02/03 boundary). The highway travels through rolling to mountainous terrain and is the main access route to Lassen National Park from Chico.

Safety and operational improvements along with normal maintenance and rehabilitation should keep this segment from exceeding the LOS standard of "D".



1994 STIP

PROJECT PROGRAMMING

Install signals @ Forest Ave. & El Monte Ave. (Bruce Road is near completion) \$ 1.606 mi.

Functional Classification: Principal Arterial

Route Designation:

☐ NHS ☐ Freeway ☐ STRAHNET
☐ IRRS ☐ Expressway ☒ Regionally Significant
☐ Nat'l Truck Network ☒ Scenic ☐ Terminal Access Rte.

Available Right of Way Information

Median

0.0

Roadbed

2-travel lanes = 7.32m (24') to PKm 59.40 (PM 36.926) then 5.486m (18') to Tehama Co. line.
Shoulders: Range from 1.21m (4') to 2.13m (7') to 38.40 PKm (R23.866), 1.52m (5') to PKm 45.93 (28.550 PM), and approx. .8076m to the county line.

Traffic Forecasts

Year	AADT	Peak Hourly Volumes	V/C Ratio	LOS
1995	3,100	290	0.14	B
2005	4,600	430	0.21	C
2015	6,100	570	0.28	C

Local/Regional LOS Standards

CMP LOS Standard	D
Butte County	-----
Gen Plan Standard	D
City of Chico	-----

LOCAL JURISDICTIONS

RTPA/ MPO Butte County County Association of Governments(BCAG)
MR. JON CLARK, EXECUTIVE DIR.,
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Oroville, CA 95965
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CMA BCAG
See Above

Air Quality District Butte CO. Air Pollution Control District,
Lawrence Lodie, APCO
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Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Northern Sacramento Air Basin

Air Quality Non-Attainment Designations:

CO Moderate

OZONE Transitional- Butte Co.
Requested Maintenance
redesignation

PM10 None

Land Use

The area along this segment is sparsely populated and mostly forested land. This segment is predicted to experience only minor population growth in the future as outlined in the Butte County General Plan. The City of Chico General Plan has designated the area south of SR 32 east of Bruce Road to the eastern end of the Chico City limits as a Special Development Area with higher residential densities at the western boundary and lower density residential zoning progressing eastward to the area boundary.

As the existing Butte County General Plan (dated 1979) is becoming outdated, comments as to its impact on this segment of SR 32 would be inappropriate. Butte County is currently in the process of updating their General Plan. When updated, further discussion of its impacts will be addressed when the update is completed.

Transit Services

Butte County Transit (BCT) is a public transit service that operates Monday through Friday 6:30 a.m. to 6:30 p.m. with five peak period buses on three fixed-routes between the communities of Chico, Paradise, Oroville, Biggs, Gridley, Palermo and Durham

CATS is a public transit service that operates a Monday through Friday 6:30 a.m. to 7:30 p.m. with six fixed route system with the Chico city limits.

Special Studies

Butte Co. General Plan --1979 (Currently being updated)

Butte County Metropolitan Transportation Plan -- 11/94

Butte County Regional Transportation Improvement Plan (RTIP) -- 11/95

Butte County Congestion Management Program
1994 Update --June 16, 1994

Additional Traffic Backup Material

		<u>Calculation Factors</u>			
<u>% Traffic Growth/Yr</u>	4.25%	<u>Land Use</u>	RURAL	<u>Peak Period Dir Split</u>	55%
<u>Fatalities+Injuries Accident Rate vs Statewide Avg</u>	51%	<u>Terrain</u>	FLAT	<u>Peak Period Truck %</u>	5%
<u>Total Accident Rate vs Statwide Avg.</u>	54%				

CALIFORNIA NATURAL DIVERSITIES DATABASE INFORMATION (CNDDBS)

The following pages identify, by segment, the special status of habitats and species found within 300 meters of the centerline of the state highway.

Please Note:

This CNDDBS information does not represent all environmental constraints within a given corridor. A complete assessment of environmental constraints can only be determined through a detailed environmental study, such as an Environmental Impact Report or Study.

State Route 32 NDDDB Records



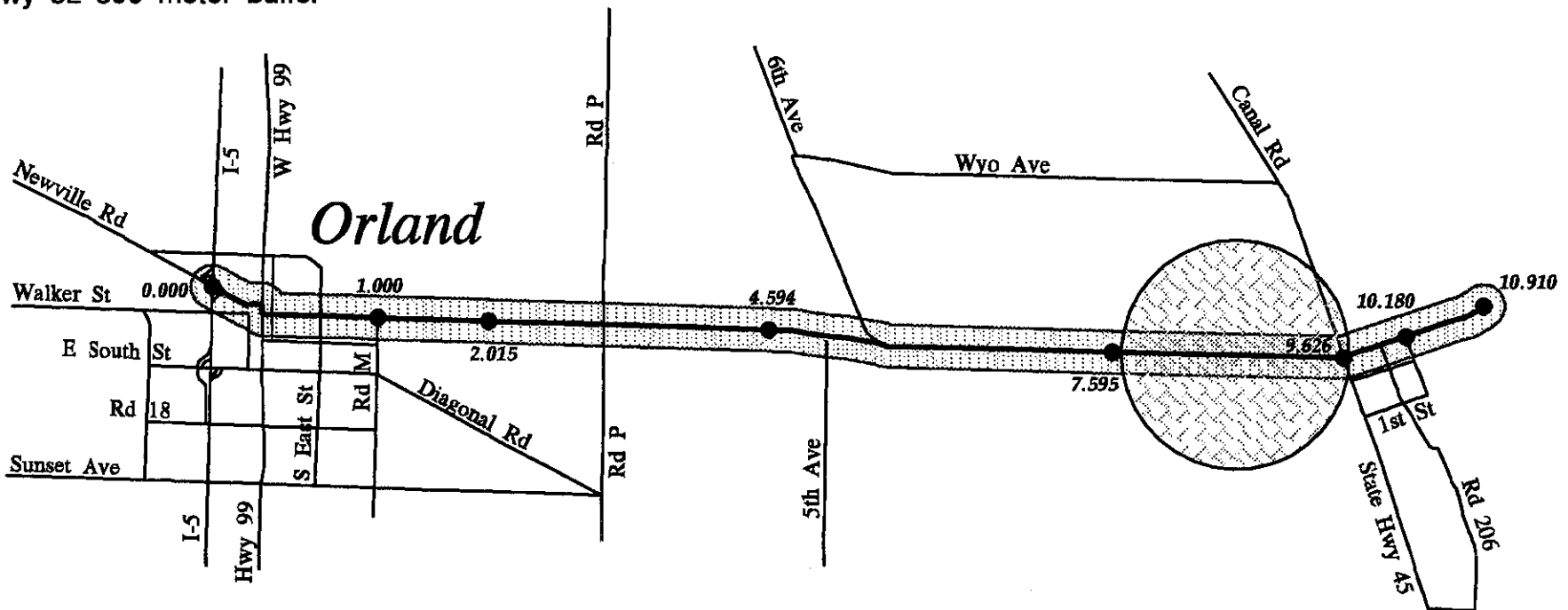
Route 32 Segments



● Glenn 32 Post Miles

∧ Local Streets

▨ Hwy 32 300 meter buffer

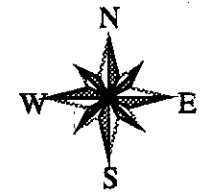


NDDDB Element Occurrences

▨ Swainsons Hawk

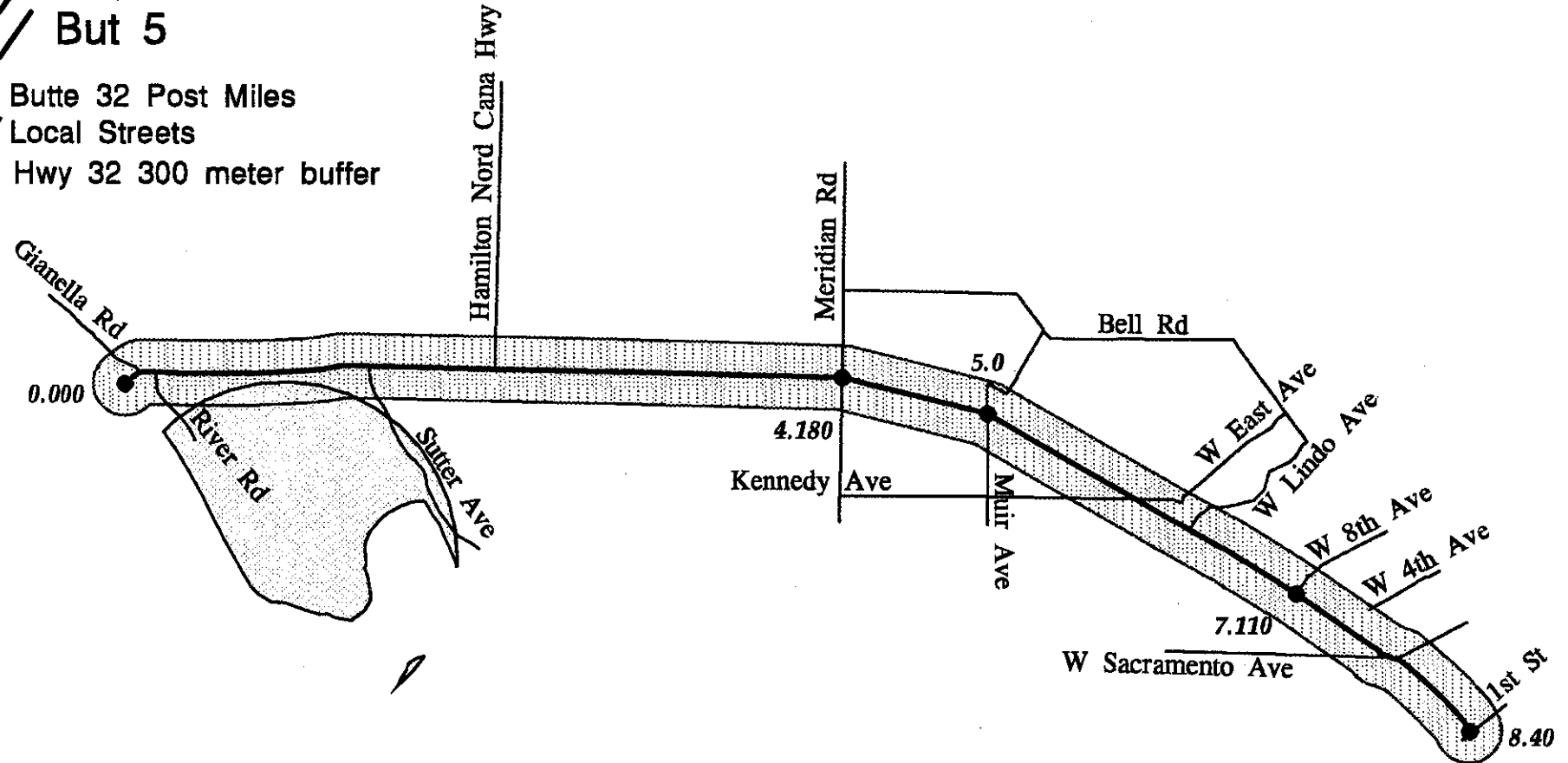


State Route 32 CNDDDB Records (California Natural Diversity Data Base)



Route 32 Segments

- But 4
- But 5
- Butte 32 Post Miles
- Local Streets
- Hwy 32 300 meter buffer

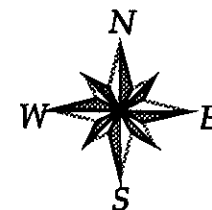


NDDDB Element Occurrences

- Western Yellow Billed Cuckoo



State Route 32 CNDDDB Records (California Natural Diversity Data Base)



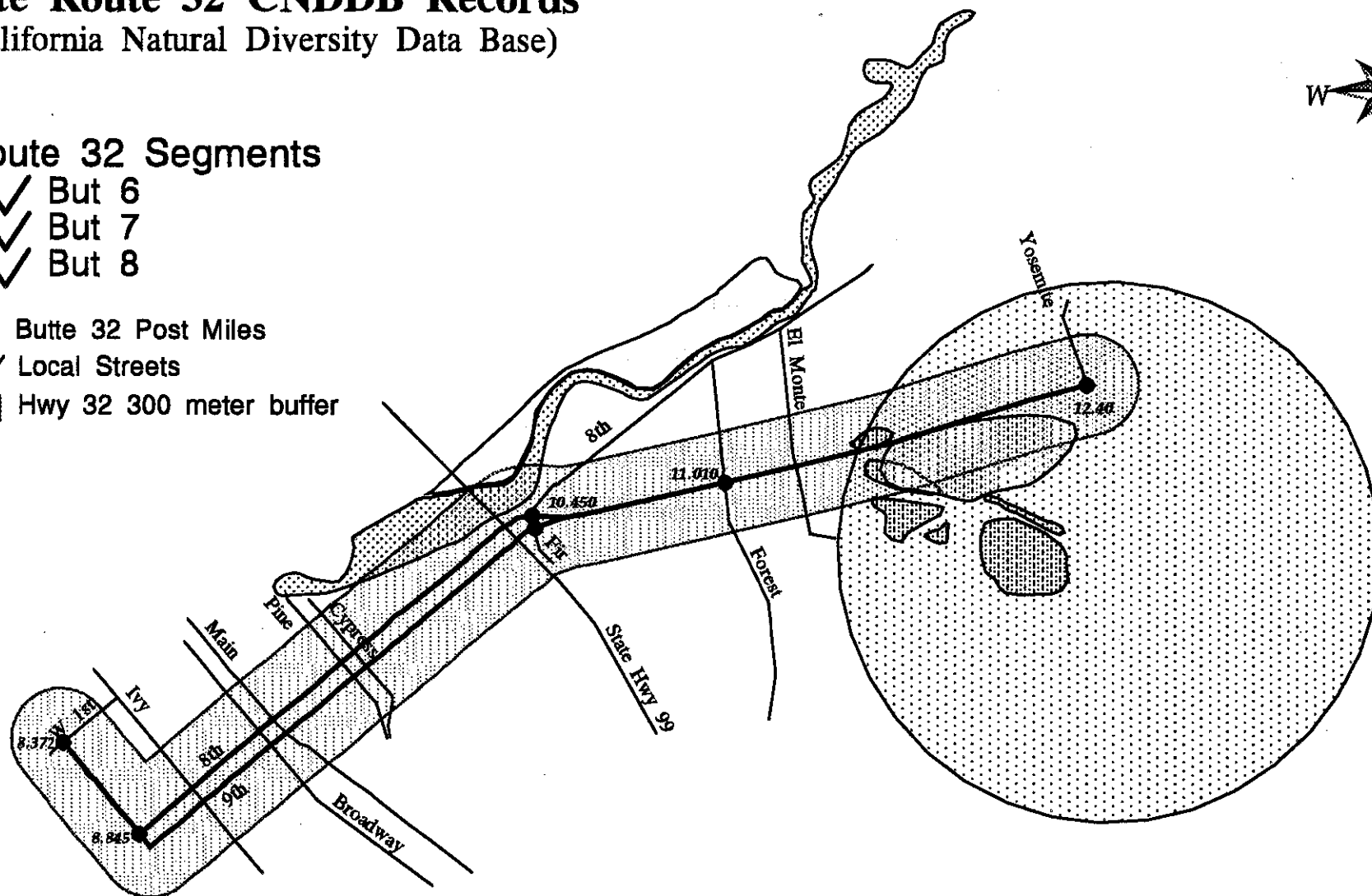
Route 32 Segments



● Butte 32 Post Miles

∧ Local Streets

▨ Hwy 32 300 meter buffer



NDDB Element Occurrences

	Butte Co. Checkerbloom		Great Valley Mixed Riparian Forest
	Butte Co. Meadowfoam		Great Valley Valley Oak Riparian Forest
	Tricolored Blackbird		



State Route 32 CNDDDB Records (California Natural Diversity Data Base)

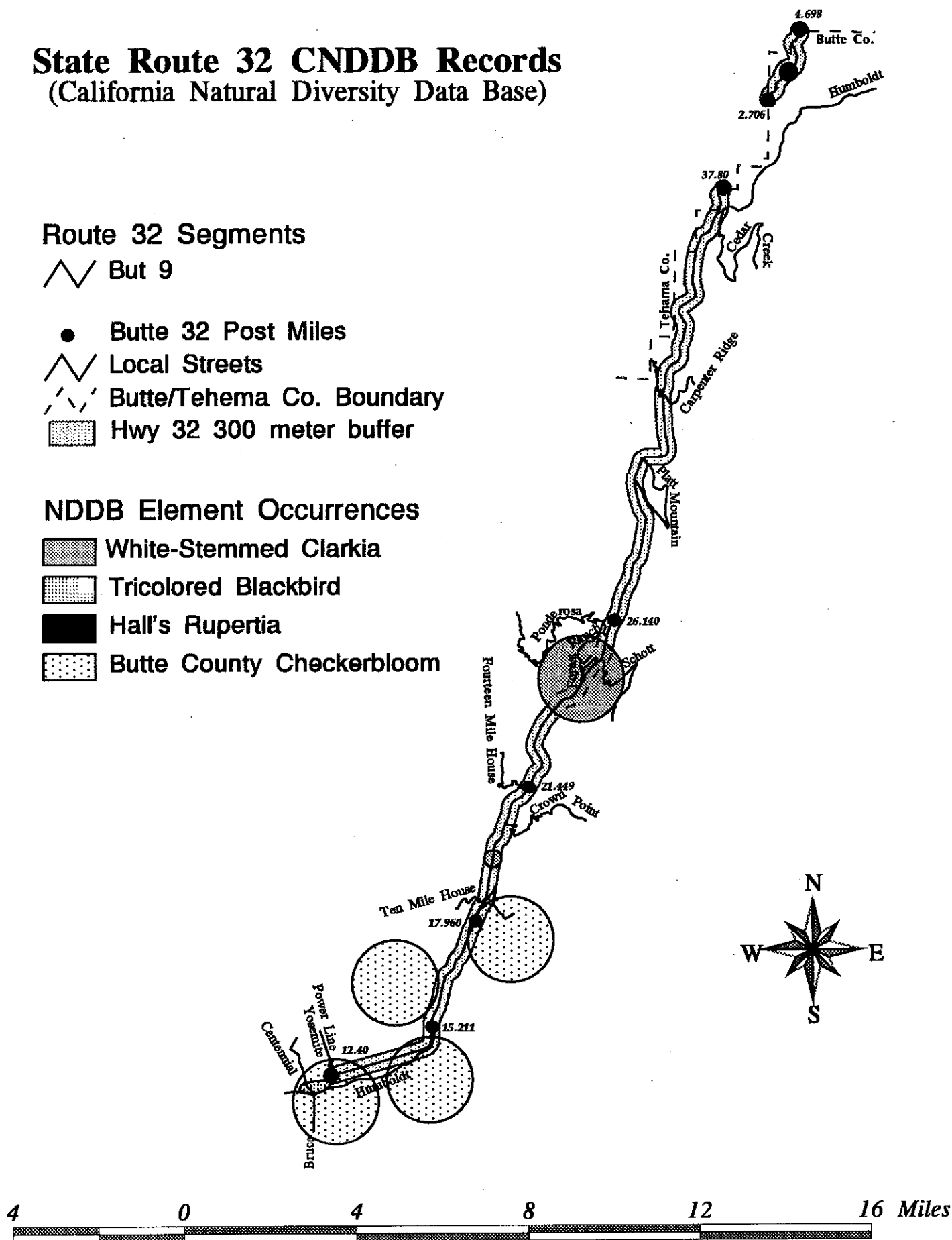
Route 32 Segments

But 9

- Butte 32 Post Miles
- Local Streets
- Butte/Tehama Co. Boundary
- Hwy 32 300 meter buffer

NDDB Element Occurrences

- White-Stemmed Clarkia
- Tricolored Blackbird
- Hall's Rupertia
- Butte County Checkerbloom



Glossary of Terms and Definitions

Additional Traffic Information	Various factors and characteristics of the route pertinent to the traffic forecasting analysis.
Air Quality Non-Attainment	Identifies non-attainment status for CO, Ozone and PM10 within the subject air basin.
Available Right of Way Information	Briefly describes available right of way characteristics, i.e., shoulder widths, lane widths, median widths etc., in metric measurements. More complete right of way information will be made available in the coming year.
Concept Facility	Highway facility type and characteristics considered viable with or without improvement within the 20-year planning period given financial, environmental, planning and engineering factors.
Concept LOS:	Highest and best level of service that can be attained in the 20-year planning period based on the Concept Facility.
Functional Classification	Guided by federal legislation, Refers to a process by which streets and highways are grouped into classes or systems, according to the character of the service that is provided, i.e., Principal Arterials, Minor Arterial Roads, Collector Roads, Local Roads.
Local and Regional LOS Standards	Identifies the level of service standards set by local and regional jurisdictions in general plans and congestion management programs.
Natural Diversities Information	Identifies special status of habitats and species found within 300 meters of centerline of the existing highway facility.
Present Facility	Highway type and general characteristics at the time this study.
Project Programming	Process of scheduling high priority capital outlay projects for development and implementation. Programming documents include Regional and Metropolitan Transportation Plans, Regional, State and Federal Improvement Plans (RTIP, STIP, FTIP,) etc.

Route Designations	Identifies whether or not the subject segment of a route is designated as being part of a system. National Highway System (NHS), Interregional Highway System (IRRS), Freeway/Expressway System, Scenic Highway, National Truck Network, Terminal Access Route for the National Truck Network, Strategic Highway Network (STRAHNET), Highways of Regional Significance.
Traffic Forecasts	Traffic calculation results for years 1995, 2005, and 2015 <u>for the segment</u> . Includes Average Annual Daily Traffic (AADT), Peak Hour Travel Volumes, Volume to Capacity (V/C) Ratios, and Levels of Service (LOS). Highway Capacity Manual methodology. Regional travel demand models are used where they are available.
Transportation Demand Management (TDM)	"Demand-based" techniques for reducing traffic congestion, such as ridesharing programs and flexible work schedules enabling employees to commute to and from work outside of peak hours.
Transportation System Management (TSM)	(1) A process oriented approach to solving transportation problems considering both long and short range implications considering both short and long-range implications. (2) A services and operations oriented process in which low capital, environmentally responsive, efficiency maximizing improvements are implemented on existing facilities.